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NOTES OF CASES.

Telegraph Companies—Effect of Federal Post Roads Act—Postal Telegraph Co. v. City of Portland, 228 Fed. 254.—The principal case after citing *Williams v. Talladega* (226 U. S. 404) and *Western Union Telegraph Co. v. Gottlieb* (190 U. S. 412), laid down the following principle: The Federal Post Roads Act (July 24, 1866, chap. 230, 14 Stat., 221, Comp. St., 1913, secs. 10072-10077), granting the right to telegraph companies to use the military and post roads of the United States for their poles and wires, is permissive in character only, and does not create corporate rights or privileges to carry on the business of telegraphy, which are derived from the laws of the State under which the company is incorporated, and the State is not by reason of such act prevented from taxing the real or personal property of the company within its borders, nor from imposing a license tax upon the right to do a local business within the State.

Banks and Banking—Forged Indorsement on Check—Recovery of Money Paid—Swan-Edwards Co. v. Union Sav. Bank (Ga.), 87 S. E. 325.—The syllabus in the principal case was written by the court and is as follows: "A bank is presumed to know the signature of one of its depositors, and therefore cannot recover from a bona fide holder for value money paid by the bank upon a check to which the drawer's signature was forged, unless it appears that the holder, by his own negligence, contributed to the success of the fraud practiced, or his conduct had a tendency to mislead the drawee, who was himself free from fault. *Woods v. Colony Bank*, 114 Ga. 683, (2), 685, 40 S. E. 720, 56 L. R. A. 929; 2 *Michie on Banks and Banking*, § 147, p. 1196, and cases there cited. Any seeming conflict in principle between this ruling and the ruling in *Woods v. Colony Bank*, supra, disappears on examination of the particular facts in that case."

Carriers—Delivery of Goods—Liability—Bill of Lading—Killingworth v. Norfolk, etc., R. Co., 87 S. E. 947.—The North Carolina Supreme Court in the principal case held that a carrier of property which by the terms of the bill of lading is deliverable to the shipper's order is liable for its value to the true owner if he delivers it to the consignee or any one else without such order.

The court in the principal case used the following language and cited the following authorities: "It was the plaintiff's duty, and not the defendant's, to procure the indorsement of the trust company, or else to write to the consignor and get authority for the delivery of the goods to him. It is well settled that a bill of lading must be